

MEMORANDUM

DATE: August 15, 2006

TO: Planning Commissioners

FROM: Gary Carnahan

SUBJECT: 2006 Street Master Plan

We are pleased to include for your review and comments the proposed revision to our Street Master Plan. Tony Davis and I have worked together to draft this revision. We have had two meetings with the Street Committee of the City Council to review the plan and this revision includes our response to their comments.

We are hopeful to hear your review comments in your meeting on August 21st and we hope you will set a public hearing date for your meeting on September 5th. From that meeting we are hopeful that you will feel comfortable with the plan and will be willing to vote to send it to the City Council with a recommendation for approval.

As you know, the Street Master Plan is the basis for our requests for right of way dedications from developments and the basis for the width of street improvements we require. The previous street master plan was more of a uniform grid and we believe that this revision improves on the current one by matching the lay of the land and by linking to streets in our neighboring cities.

To assist you in reviewing this new map, we offer the attached overview and a description of the rationale for some of the more significant changes. Remember that this is a draft and we welcome your suggestions to make it better.

cc Mayor Biggers
 Ted Morrall
 Marie Hausserman
 Keieth Williams

2006 STREET MASTER PLAN OVERVIEW

1. Reading “Under the lines”.

The black lines are arterial streets and the blue lines are collectors. All other streets are local streets. The solid lines are existing street corridors and the dashed lines are proposed street corridors. The solid lines do **not** mean that the street meets the master plan width or quality. In fact, most of the existing city streets do not meet the proposed width and quality. For example, most do not have curb and gutter, sidewalks, and underground drainage pipes.

2. Right of Way and Easements.

In order to build the streets to the master plan cross section and quality, existing ditches will need to be filled in and the roads will need to be widened. This will usually require that we obtain additional right of way and relocate utilities into new easements we obtain outside the street right of way. Where totally new street extensions or new street routes are proposed, the total width of right of way and easements must be obtained.

Generally, new rights of way and easements will not be obtained until the design phase and just before the start of actual street construction. Easements and right of way are not obtained based on this master plan except where developers are proposing to build new streets and developments.

3. Schedule for Improvements

This master plan does not include a schedule for construction of any of the streets shown. The process of selecting street projects and fitting them into the annual budget is the Capital Improvements Plan (CIP) and the annual budget. That work will follow the adoption of the Street Master Plan.

4. “My Front Yard”

We regularly receive questions from citizens wanting to know how a proposed street improvement project will affect their yard, house, driveway, flower bed, hedge, front porch, or a proposed building addition. This is a master plan only, not a design. In the design phase these detailed questions are answered, not in the master plan. The design will be based on a detailed survey of property lines, utilities, walls, driveways, mailboxes, and trees. This master plan does not include any of that detailed information.

5. Phased and partial projects.

Even though an entire street may be marked as a collector or arterial, we may not be able to build it all at once. In many cases budget constraints and priorities will dictate that only a portion of a street can be built in a given construction year. In some cases a portion of a street may be improved and the remainder of the street may not be improved for five to ten years. There may be some collector streets that are converted to three lanes in critical areas and busy intersections, but left as two lane streets in others. Some five lane arterials may be built with only three

lanes due to budget constraints with the idea that two additional lanes will be added years later.

6. Street Types

- **Arterials**

Arterial streets are those that carry the highest volume of traffic. They are usually regional streets in that they connect to and continue streets in adjoining cities. We prefer to restrict the number of new commercial driveways on arterials and to prohibit new residential driveways.

In Lowell we have defined arterials as five lane streets. This means that they have four lanes and a center turning lane. If the turning lane is not needed, then a median with landscaping would be built in that fifth lane width. Typically these streets are 62 feet wide, have six foot wide sidewalks on each side, and require a 100 foot wide right of way. This is illustrated in the accompanying typical cross section.

- **Collectors**

Collector streets are those that carry traffic from local streets to the arterials. They may connect to streets in adjoining cities or they may not. The traffic volumes are less than on arterial streets. We prefer to restrict the number of new commercial driveways on arterials and to prohibit new residential driveways.

In Lowell we have defined collectors as three lane streets. This means that they have two lanes and a center turning lane. If the turning lane is not needed, then a median with landscaping would be built in that third lane width. Typically these streets are 38 feet wide, have five foot wide sidewalks on each side, and require a 60 foot wide right of way. This is illustrated in the accompanying typical cross section.

- **Local Streets**

Local streets are the most common and include all the streets not labeled as collectors or arterials. They are usually relatively short and may include dead ends and cul-de-sacs. They serve subdivision blocks and small neighborhoods and are connected to collectors or arterials. The number of residential and commercial driveways is not restricted on local streets.

In Lowell we have defined local streets as two lane streets. Typically these streets are 38 feet wide, have a four foot wide sidewalk on one side, and require a 50 foot wide right of way. This is illustrated in the accompanying typical cross section.

7. North-South Arterials

There are four existing north south arterials in Lowell and two proposed north-south arterials. Since the City of Lowell is only about five miles “wide” east-west, this will provide a north-south arterial corridor about every mile.

Interstate 540 is really more than a Lowell arterial, but we include it in this list.

The others are Highway 71B, Old Wire Road, and Bellview/Spring Creek Road.

All these connect to roads in Rogers and/or Springdale. To this list we are adding Dixieland and Goad Springs Roads. Both of these routes are slated to connect

from Appleblossom to Pleasant Grove and together they will form the critical commercial grid along I-540. They will allow Lowell traffic to move north –south without using I-540.

8. East-West Arterials

There are only three existing east-west arterials and we are proposing one more. Since the City of Lowell is only about three miles “tall” north-south, this will provide an east-west arterial corridor about every mile.

The existing east-west arterials are Appleblossom, Monroe(Hwy 264), and Pleasant Grove Road. These all provide access across I-54-. The only other access across I-540 is at the Oakwood overpass. Unfortunately, we were not able to propose a practical east-west connection directly to the Oakwood alignment. The new arterial proposed is Frisco Crossing which will be located just south of School Avenue and north of Robinson.

A critical part of the east-west arterial strategy is the continued extension of Monroe east to connect to Old Wire Road.

9. North-South Collectors

The existing north-south collectors are Mt. Hebron Road, N-S Zion Church Road, 6th Street, Concord, Lincoln, Honeysuckle, and Oak Street.

Only one new north-south collector is proposed and it is labeled PC 1. We believe that this new collector will be needed because there is potential for rapid development between Goad Springs and Bellview/Spring Creek and there are no north-south through streets at this time. The proposed route follows a straight line of property boundaries.

10. East-West Collectors

The existing east-west collectors are E-W Zion Church Road, Ladelle Road, Oakwood, Robinson, McClure, JB Hunt Corporate Drive, and Commercial Avenue.

Only one totally new east-west collector is proposed and it is labeled PC 2. We believe that this new collector will be needed because there is potential for rapid development in the northeast quadrant of the city near the new park and we want to discourage increased traffic on McClure. The proposed route is fairly straight and connects to an existing county road, Jennifer Lane. We should probably name this new collector Jennifer Lane or Jennifer Avenue.

11. New Alignments and Extensions

A number of critical new extensions of existing collectors and arterials is proposed. Additionally, several new alignments are proposed to straighten out jogs and sharp turns. These new alignments and extensions will require right of way acquisition from private property owners. Since the changes are new, they will be unexpected surprises to the affected property owners. We are making direct mailings to these affected property owners to insure that they are aware of the proposals and have an opportunity to comment.

- The continuation of E-W Zion Church Road in both directions provides access from Mt. Hebron to Goad Springs Road. This will allow east west movement of local traffic without access onto busy Hwy 264. Some consideration was given to bending this road north to connect to the Oakwood overpass. However, it was felt that the Goad Springs arterial would be a strong arterial and that making the jog north to Oakwood would be an acceptable solution. The west end of the proposed extension will need to be coordinated with the proposed Lakewood PUD. The exact alignment and curvature can be adjusted to cooperate with proposed private development in the future.
- N-S Zion Road will be much more serviceable as a collector if the jog at Ladelle and the sharp bends on the north end can be realigned. Another alternative would be to leave the route the same on the north end and continue northeasterly to connect to the street stubbed out from the Cross Creek PUD. This would provide a way to provide Lowell fire and emergency services to Cross Creek from the Lowell street system. This could also be accomplished with a local street connection. The exact alignment and curvature can be adjusted to cooperate with proposed private development in the future.
- Ladelle Road can be extended to provide an important route for local residents to reach the commercial development along Goad Springs Road without using Hwy 264. The terrain becomes very steep above Puppy Creek Road, so the route for Ladelle needs to swing north and connect to Goad Springs Road before it starts its steep descent. The exact alignment and curvature can be adjusted to cooperate with proposed private development in the future.
- Goad Springs Road is proposed to be extended north to Pleasant Grove Road and mirror Dixieland. On the south, Goad Springs Road is needed as a critical connector to the east-west arterial, Appleblossom. However, the existing route for South Goad Springs Road has two sharp bends, crosses a one lane bridge, and passes alongside residential neighborhoods. The route proposed provides a more direct alignment, avoids the residential neighborhoods, and provides access to commercially zoned property along I-540. A new Puppy Creek bridge is required, but that will be required for any route selected.
- Appleblossom Road is one of only three places that Lowell can provide a full five mile, citywide, east-west arterial that includes an I-540 crossing. This can be accomplished by extending Appleblossom west about one half mile from Burrell Drive to Puppy Creek Road. The continuation from Puppy Creek Road to Spring Creek Road will be made by the State when the 412 bypass is built.

- Dixieland is planned to be extended north to Pleasant Grove Road and south to Appleblossom. In time, Bloomington (Hwy 71B), Dixieland, and Goad Springs Road will be the City's primary commercial arterials. The commercial and retail property along I-540 will be accessed by the grid formed by Dixieland, Pleasant Grove, Goad Springs, Oakwood Overpass, and Appleblossom. The connection to Appleblossom on the south will also provide another important route for the 4,000 employees anticipated in the JB Hunt Corporate Center and the Lowell Professional Park.
- Robinson Avenue will need to be extended west to connect to the new Dixieland extension. Hopefully this will help justify a new signal at Robinson and 71B and provide a way for traffic to move through the City without going through the 264/71B signal.
- Frisco Crossing is entirely a new corridor and will require procurement of the full width of new right of way and easements. The portion of the route from Bloomington to Honeysuckle has been set after extensive study and discussion. From Honeysuckle east we have introduced a curve south to tie into Frisco Cemetery Road. That road carries a lot of lake area traffic to Old Wire Road, then to McClure, and then to Bloomington. The new Frisco Crossing connection will provide a more direct alternative for that traffic to move east to 71B and Dixieland. The west portion of this route is simply an almost due west extension of the portion east of Bloomington. The exact alignment and curvature can be adjusted to cooperate with proposed private development in the future.
- East Monroe is probably the most critical east-west extension proposed in the street master plan. Adding this straight shot from the east to Hwy 264, Hwy 71B, and I-540 will significantly change Lowell traffic patterns. Many residents of east Washington County, Springdale, and Fayetteville use Hwy 265 to travel north to Rogers and Bentonville. The connection of East Monroe to Old Wire Road, which functions as the northern extension of Hwy 265, will provide the closest connection of the eastern traffic to I-540 and 71B. Because of its obvious regional significance, the Arkansas highway and Transportation department has pledged \$1,000,000 toward the construction cost of this extension. A pedestrian underpass at Ward Nail Park is anticipated to facilitate crossings between the north and south parks.
- PC 2, proposed collector 2 will probably be named Jennifer Lane and connected to that County Road. The exact alignment and curvature can be adjusted to cooperate with proposed private development in the future. It is hoped that this collector will reduce the traffic on Honeysuckle over time and minimize the through traffic passing the park entrance on McClure.

- Oak Street is shown as a collector from Appleblossom to McClure on previous maps. This proposed revision extends it north to the new Frisco Crossing arterial. Some portions of Oak Street that have been built in neighborhoods with frequent driveways may never be widened to the collector cross section. Driveways will be discouraged on the new extensions. Oak will remain as one of the connections to Monroe.
- The Honeysuckle south extension to Monroe is a new concept that anticipates the East Monroe continuation to Old Wire Road. The exact routing and width will be adjusted during the design phase. This short extension would provide a much more direct connection to East Monroe and reduce congestion at intersections in the historic part of downtown, would reduce traffic in front of the school and parks, and would reduce railroad crossings at McClure.
- Presidential Drive may need to be extended north to connect office and retail traffic from Monroe corners to the Downtown District.
- The north extension of Old Wire Road into Rogers is a part of the Rogers Street Master Plan. It will connect to First Street in Rogers and will then provide an important north-south arterial from south Fayetteville to downtown Rogers. The actual route of this extension will need serious study. The terrain is severe and there is concern by some that the existing north Old Wire Road near Cross Hollow should remain as a dirt and gravel road as it existed in the Civil War history of that site. This will hopefully become a joint project between Lowell, Rogers, and Benton County with State Highway funding for part of the project cost.